## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Poland	REPORT		25X1
SUBJECT	Situation at the Gdansk Repair Shipyard	DATE DISTR.		7 December 195
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- 1. The change in June 1954 in calculation of premiums for repair shippard personnel in Gdansk (Danzig) has led to the constant transfer of workers from one ship to another, so that they can secure their premiums. Workers' earnings are comparatively low but they receive high premiums if work on the overhaul of a ship is completed in time.
- 2. Thus, if the shipyard administration sees that a ship will not be repaired within a specified time limit, work on her is stopped and the workers are transferred to another ship which can be completed by the scheduled date. They can then obtain the premium due.
- 3. The result of such a system is that some ships remain at the yard for a very long time. The S.S. OKSYWIE, for example, has been in the yard for approximately four months, and so far, very little has been accomplished, only two or three workers being employed on board.
- 4. Only one shift is worked from 0700 to 1500 hours. The shipyard is closed on Sundays. Compared with 1953, many new workers may be seen in the shipyard. They are mostly young men who have completed their national service with the navy.
- 5. Again by comparison with 1953, overhaul work is better and more accurately executed, despite acute shortage of certain materials. Overhaul priority is given to ships of the Polish Ocean Lines which, being registered with Lloyds, had hitherto been overhauled in foreign shipyards. As these ships are being gradually taken over by the Soviet Register of Ships, they have to be overhauled in Poland.

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- 6. The greatest shortages are as follows:
  - a. Insulators for electrical installations.
  - b. Electric cables: Gdansk Repair Shipyard was allowed only a very small allocation of cables this year. It has already been used, and there is no hope whatever of securing an additional quota. The acute lack of cables has led to extra economies in their employment. Not only are old cables not exchanged for new, but they are pulled off and laid again along the shortest possible runs, so as to save even a piece of cable to be used on another ship.
  - c. Linoleum.
  - d. Non-ferrous metals: these are dismantled whenever possible during a ship's overhaul, and replaced by installations or fittings made of iron.
- 7. Two new workshops are nearing completion. One will house the mechanical engineering plant, the other will be the engine workshop. Both are approximately 150 by 30-40 meters. At present the floors are being laid, preparatory to installation of machines and overhead travelling cranes.

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